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The Development of the Automotive Industry and Road Construction are Interdependent

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ABSTRACT
The article analyzes issues such as the creation of its own automobile industry and the progress of road construction in Uzbekistan, the fact that independence opened the door to new opportunities for Uzbekistan and their realization, and the modernization of the country's transport and communication sectors in accordance with the requirements of the times.

KEYWORDS: *Uzbekistan, independence, automotive industry, modernization, opportunities and reality*

Introduction

After 1991, a period of fundamental changes began in the automotive industry and road construction in Uzbekistan. Because on August 31 of the same year, Uzbekistan declared itself an independent state and actually achieved independence. Independence has opened up new opportunities for Uzbekistan and their implementation. The leadership of the republic, perfectly aware of this, from the very first days pursued a policy of turning Uzbekistan into a comprehensively developed country[1]. Large-scale reforms were launched to exclude Uzbekistan from the list of agrarian countries that supply cotton and other agricultural raw materials. These reforms had a number of priorities.

DISCUSSION AND RESULTS

A lot of work has also begun on modernizing the country's industry, mastering the production of new products and types of goods, and developing the transport and communications complex in accordance with the requirements of the time. Among other things, long-term strategic decisions were made regarding bringing the automobile transport and road construction system to a new level, as well as the presence in the republic of its own automotive industry[2]. The decision to build a plant for the production of cars in Uzbekistan is a vivid confirmation of this. Work in this direction began in 1992. As a result, a joint venture "UzDaewooauto" was created. Activities developed from simple to complex. The founders are the Daewoo Corporation of the Republic of Korea, the Uzavtosanoat Association of the Republic of Uzbekistan. It was agreed that the parties' share in the enterprise would be divided by 50 percent in the amount of US$100 million. The construction of this important building with a total area of 476,266 square meters was started in February 1993. At this plant, the only one in Central Asia, built in a short time, the production of the Damas car began, in June the Tiko car, and from July the Nexia car. The solemn ceremony of the full launch of the joint venture "UzDaewooAuto" took place on July 19, 1996. This US$658 million joint venture was designed to produce 200,000 vehicles per year in line with design capacity. In the early years, this large production facility employed 4,000 people; now it employs 70,000 people. It is known that during the years of independence we have achieved many successes in various fields. It is worth writing and being proud of these successes[3]. Among them, a special recognition event was the presence in our country of its own automotive industry. Not only in the economy, but also in social relations, there has been a global innovation. Firstly, the role of the automobile plant in Asaka in raising the economy of our country is incomparable. He allocated huge funds to our state budget. It provided our country with foreign currency at the expense of cars exported to foreign countries, etc. The employment of tens of thousands of people at the car factory and the support of their families determines the level of the main social significance of the enterprise[4]. Then, no less important is the social significance of the improvement work carried out in the city of Asaka, where the main building of the plant is located, and in other areas where the supply departments of the plant are located. Because there are more than 230 countries in the world, not all of them produce cars. Only 28 countries have this possibility. The fact that Uzbekistan is one of these countries fills our hearts with pride. Currently, design engineers and other specialists are continuously working on the creation of modern car models and the improvement of existing models. All of them are closely connected with the spheres of culture and education.

At a time when the automotive industry is developing in our country, the sphere of road construction cannot be ignored. It is impossible for one of these two directions to develop

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and the other not to develop. Or if one does not develop, then it would be illogical to develop the next. Although the roads are excellent, perfectly made, but if there are no modern cars to drive on them, then who needs such a road. On the contrary, although the automotive industry is highly developed, new models of cars are being produced, but the roads on which they drive are of poor quality and cannot meet the requirements of modern road construction[5]. Philosophically speaking, these two spheres exist in relationship according to the principle of determinism and require each other on the basis of dialectical laws. That is, without one of them, the other loses its meaning. Therefore, it is advisable to gradually develop these areas, in other words, they are forced to develop together. These fields have the ability to reach heights in mutual dependence only on the basis of these laws. If not, then he is in trouble. There can be no third or other way.

The total length of the road network in Uzbekistan is more than 184 thousand kilometers, of which 42,676 kilometers are public roads, 116,560 kilometers are intra-house, rural, urban and settlement roads, 24,750 kilometers are departmental inspection roads ... "Prosperous village" according to programs "Obad mahalla" repaired and maintained (put into operation) 2384.2 km of public roads. More than 6890.7 km of internal roads have been repaired. Purchased 221 machines and 9 asphalt plants. Thousands of kilometers of new modern roads were laid. Since these roads are built according to world standards using modern off-road technology, they are more convenient to travel on. It can be said that over the years of independence, Uzbekistan has managed to fully form its internal system of highways, linking all its regions[6]. We can get to any region or region of our country by our own roads, bypassing the territories of other countries. We will provide information on the following major road works carried out in this direction in recent years: "Tashkent - Osh", "Tashkent - Termez", "Guzor - Bukhara - Nukus", "Tashkent - Osh", "Tashkent - Termez". ", "Guzor-Bukhara-Nukus", which are the main roads connecting the regions of our republic and have an important transit status. The Beinov, Samarkand-Bukhara-Olot, Kungirat-Beinov highways have been fully equipped and rebuilt. .

Bypass roads were also built around a number of cities, such as Jizzakh, Gulistan, Kokan, Kattakorgan, Boka, Olot, Sairob, which are large settlements. In particular, the construction of the second and third republican roads and the new Guliston-Okhangaron highway around Tashkent serves to prevent traffic jams on the streets of Tashkent, allowing drivers to bypass the capital in a short time[7].

The reconstruction and design of the 2700-kilometer "Uzbek National Highway", which is considered the main link of the Uzbek road network, is continuously ongoing. As part of these works, roads are being converted to cement concrete pavement. In some places, instead of existing two-lane roads, four-lane roads of the first category are being built. During the construction of this road, it is assumed that the weight of the load of one bullet will be transferred from ten tons to thirteen tons in accordance with the relevant geometric requirements[8]. In addition, the construction of many bridges, overpasses, transport solutions throughout the territory of our Republic continues at a rapid pace. More attention is paid to these works in regional centers and large cities. Because the flow of cars is much greater than in other places. Especially in our capital Tashkent, the number of cars is increasing day by day. According to the press service of the President, over the past three years until May 2020, the number of cars in Tashkent increased by 95,000. The number of cars arriving in the capital is increasing day by day. In connection with the current situation, significant work is being carried out to expand the streets of Tashkent, laying new roads, and building bridges. In particular, over the past three years until May 2020, four overpasses were built in our capital. The overpass, commissioned in May 2020 at the intersection of the Okhangaron highway and Makhtumkuli street in Tashkent, is a vivid expression of our creative work on the ground[9]. The construction of this transport solution, which began in 2018 and was built in a short time, consists of three levels. The length of the tunnel is 593 meters, the average pitch of the circle is 29 meters, the overpass is 502 meters. the road has six lanes in the tunnel and overpass and five lanes in the steps. Previously, the capacity of this intersection was equal to the number of seven thousand cars per day, but this number has increased significantly in the newly built transport solution. Now 20,000 cars per day can move from this place[10].

CONCLUSION

In the future, it is planned to carry out several more works in the field of road construction in our country. In particular, it is planned to build six new bridges and overpasses in the city of Tashkent itself. Of course, each of these six new flyovers that will be built in the future has its place in the coordination of traffic in our capital. That is why the field of road engineering and road construction is in the center of constant attention of our government. President Shavkat Miromonovich Mirziyoyev pays constant attention to this area. A number of decisions relating to the sphere have been

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adopted, meetings are being held, and events are being developed. In particular, the Decree of the President of the Republic of Uzbekistan No. PF-5890 signed on December 9, 2019 "On measures to deeply reform the road infrastructure system of the Republic of Uzbekistan", as well as the Resolution "On measures to further improve the road management system" is a clear proof of our point of view. It should be said that these legal documents have become important in revitalizing work in the field of road construction. This Decree and Decision determined the main directions for the further development of the field of road construction in Uzbekistan. In this regard, it is advisable to study and apply the experience of developed foreign countries, taking into account local conditions.

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